



Funding the Right
Transportation Projects

House Bill 2 Implementation Stakeholder Outreach Session

January 8, 2015

Agenda

- **Welcome – Aubrey Layne, Secretary of Transportation**
 - Purpose of Stakeholder Outreach Session
- **Project Solicitation and Weighting of Factor Areas – Tom Harrington – 10 minutes**
- **Weighting Survey Results – John Martin, SIR – 5 minutes**
 - Break Out Session – 40 minutes
- **Potential Measures – Rob Cary – 15 minutes**
 - Break Out Session – 60 minutes
- **Other Process Issues – Kim Pryor – 5 minutes**
 - Break Out Session – 35 minutes
- **Next Steps – Nick Donohue**



Welcome

Aubrey Layne
Secretary of Transportation



Session Purpose

- **To engage** local and regional government agency staff on the House Bill 2 (HB2) requirements and issues
- **To gather** input on potential measures and process being developed
- **To discuss** progress to date and where we are going next

We want to know what you think!

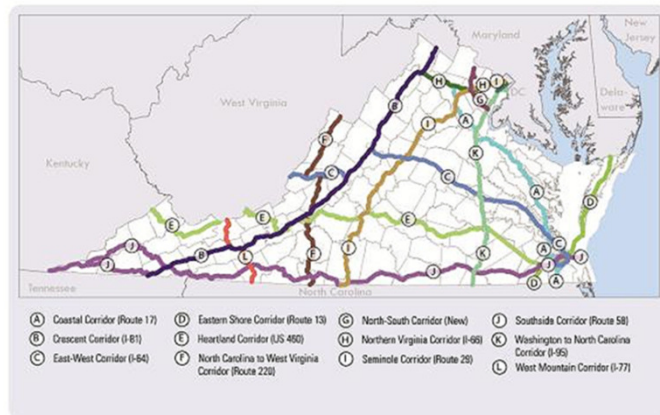
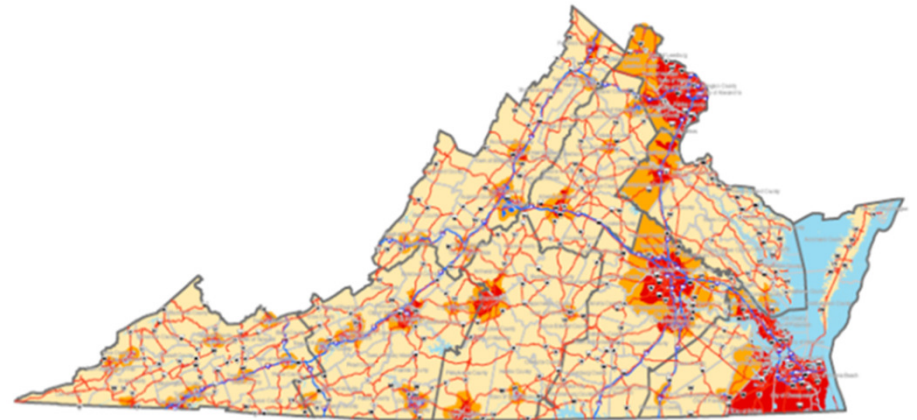


Tom Harrington

Cambridge Systematics

Solicitation of Projects

- **Eligibility and screening:**
 - **Corridors of statewide significance**
 - **Regional networks**
 - **Urban development areas**



Project Solicitation

Recommendation for eligible agencies to submit projects:

- **Type of agency is based on need being addressed by the project:**
 - Needs on Corridors of Statewide Significance – only regional entities may submit projects
 - Needs on Regional Networks – both regional entities and local governments may submit projects
 - Improvements to promote Urban Development Areas – only local governments may submit projects

Weighting Factor Areas

- **Several options for how CTB can weight factors**
 - **District-based weighting of factors**
 - **Urban and rural weighting of factors**
 - **PDC-based weighting of factors**
 - **PDC and MPO-based weighting of factors**

Factor	Weighting
Congestion mitigation	15%
Economic development	30%
Accessibility	15%
Safety	30%
Environmental quality	10%
TOTAL	100%

Weighting Factor Areas (continued)

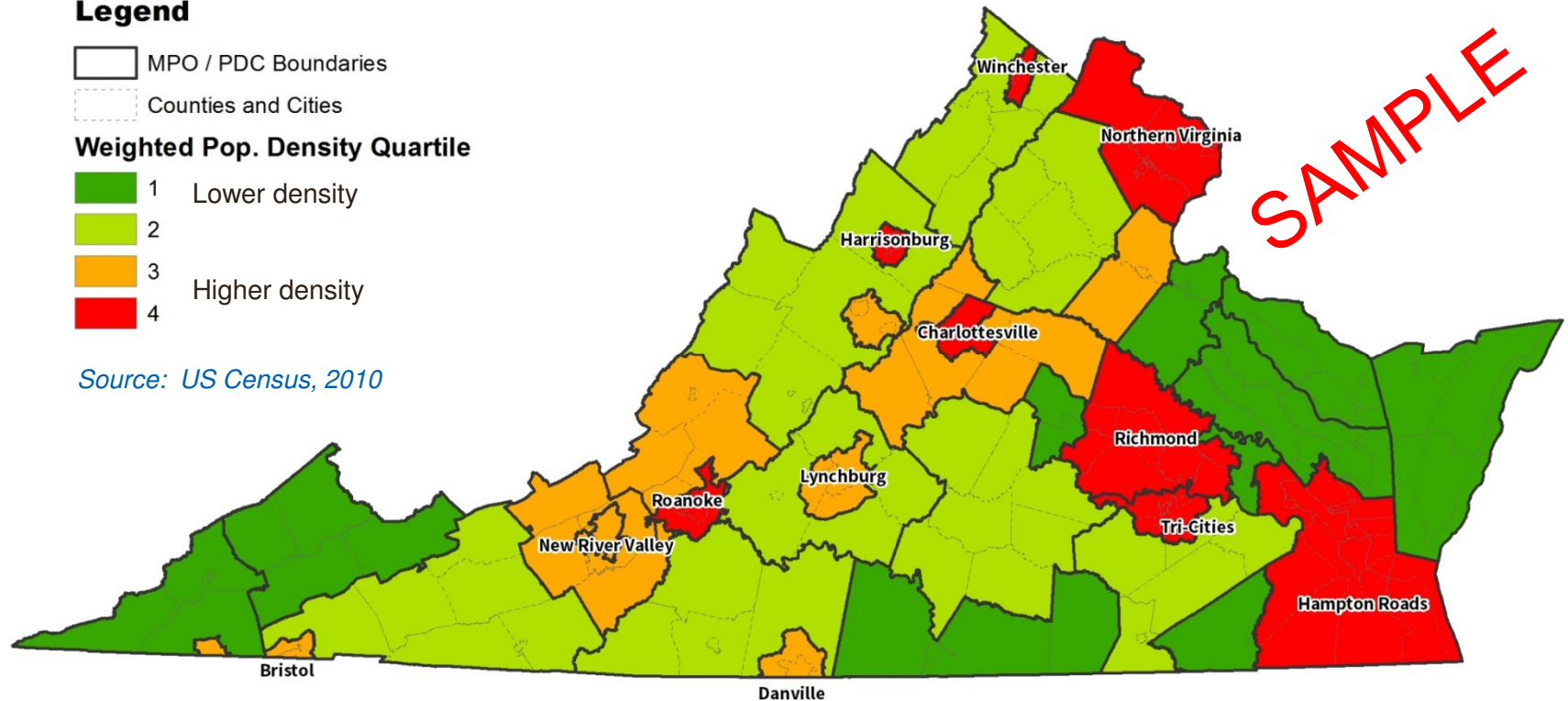
Legend

- MPO / PDC Boundaries
- Counties and Cities

Weighted Pop. Density Quartile

- 1 Lower density
- 2
- 3
- 4 Higher density

Source: US Census, 2010



Analysis of various indicators, including population density, at the PDC and MPO level is being used to facilitate CTB's discussion about possible area types

Weighting Factor Areas - Example

Factor	Accessibility	Congestion Mitigation	Economic Development	Environmental Quality	Safety	Land Use
Large Urban*	Medium	High**	Low	Low	Medium	Low
Other Urban	High	High	Low	Low	Medium	Medium
Rural 1	High	Low	Medium	Low	High	
Rural 2	Medium	Low	High	Low	High	

- Low ≤ 15% < Medium < 25% ≤ High

- **Note*** - For metropolitan planning areas with a population over 200,000 (TPB, HRTPO, RRTPO, FAMPO, RVTPO), the prioritization process shall also include a factor based on the quantifiable and achievable goals in VTrans (referred to as the Transportation-Land Use Coordination factor).
- **Note**** - For Northern Virginia and Hampton Roads construction districts, congestion mitigation is weighted highest among the factors in the prioritization process.



John Martin
Southeastern Institute of Research, Inc

1. Stakeholder Input Through Surveys

Overall Study Objectives

- This overall research study is designed to help gather input and provide insights on HB 2 Implementation:
 - Development of HB 2's six prioritization factors and related measures for each factor.
 - Input on the weighting of factors and measures.
 - Suggestions on how the Office of the Secretary of Transportation should involve all stakeholders and communities across the Commonwealth.

Methodology

- Paper handout survey among attendees of the 2014 Governor's Transportation Conference (n=280 of which 58 were MPO, PDC, and Administrators).
- Online survey to representatives from metropolitan planning organizations (MPOs), planning district commissions (PDCs), and city and county governments as identified by the Office of the Secretary of Transportation, VDOT, and DRPT (n=99).

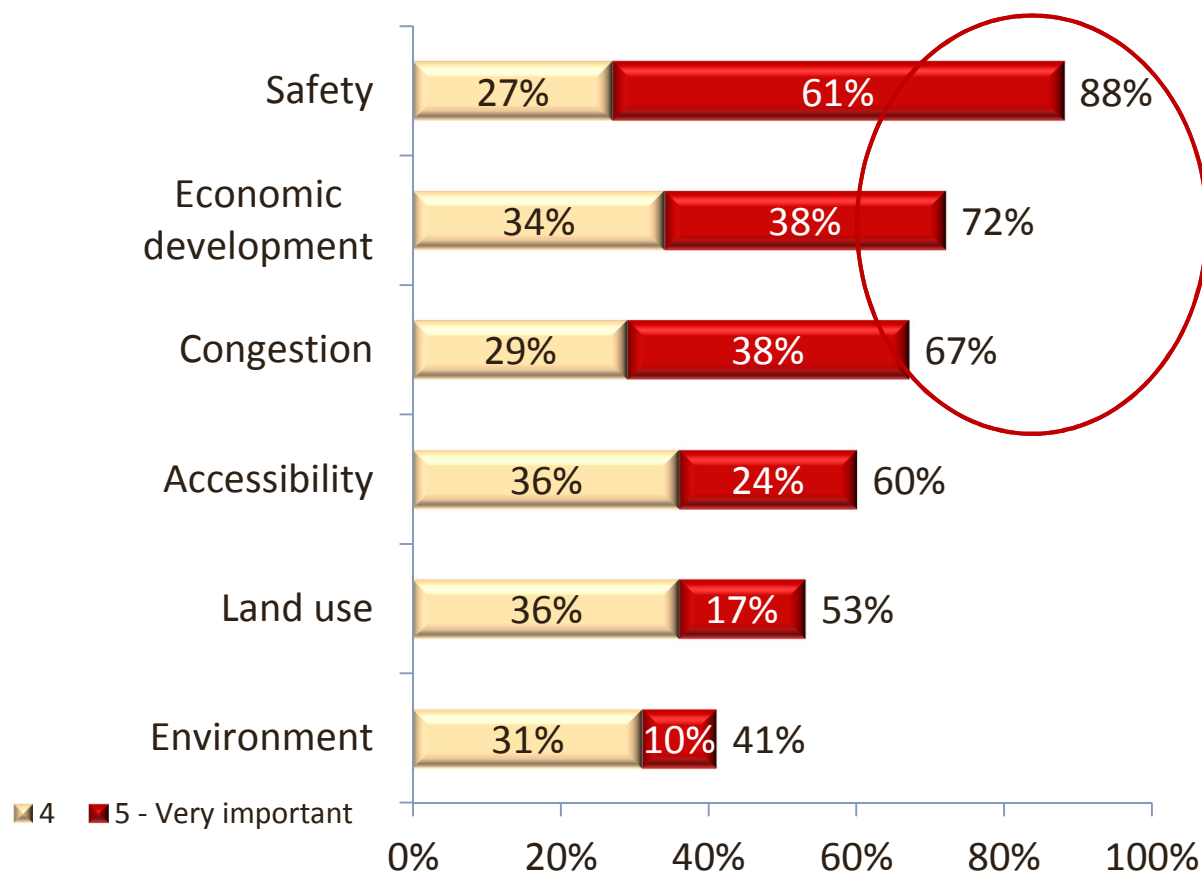
2. Recap of Topline Findings

Factors

How do MPOs, PDCs, and local government administrators prioritize the six factors that will be used for HB 2 Implementation?

Rating Each Factor On a 5-Point Scale

Q13. How important do you believe each of these factors should be in determining and scoring projects? Please use a scale of 1 to 5, where "1" means "not very important" and "5" means "very important."



n = 155

Assigning 100 Total Points Across The Factors

Six Factors	Points Allocated Out of a Total Possible 100 Points
Safety	23
Economic development	21
Congestion	21
Accessibility	14
Environment	11
Land use	11

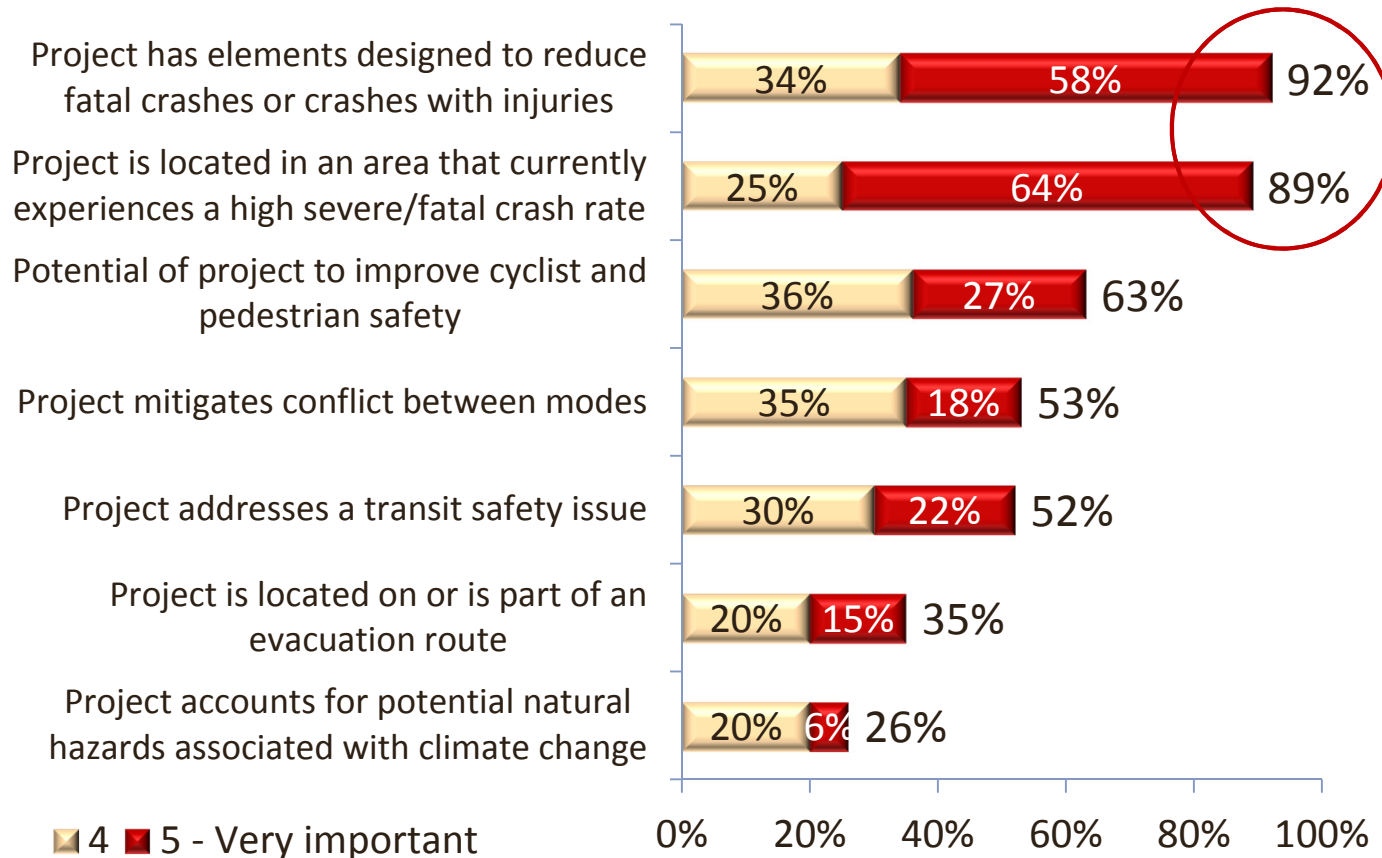
n = 154

Q20. Now, please think about the six factors again: safety, congestion, accessibility, environment, economic development, and land use. Which are most important for determining future projects? Out of 100 total points, please allocate points to each factor based on how important you believe it is; the more points you assign a factor, the more important you think it is for determining future projects. The total number of points must add to 100.

Measures

How do MPOs, PDCs, and local government administrators prioritize the measures supporting each factor that will be considered HB 2 Implementation?

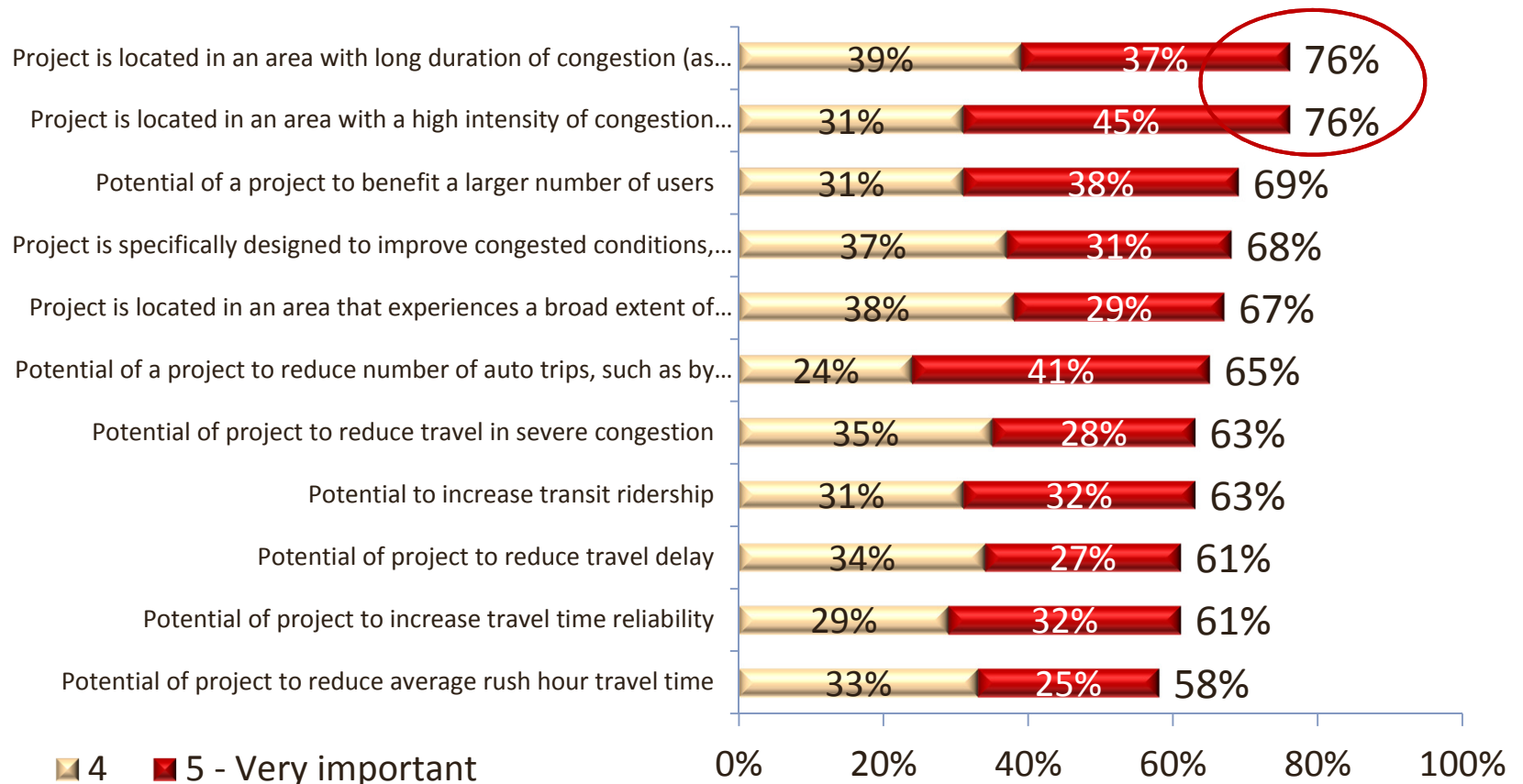
Safety-Related Measures



n = 157

Q14. How important is each of these as a measure of safety?

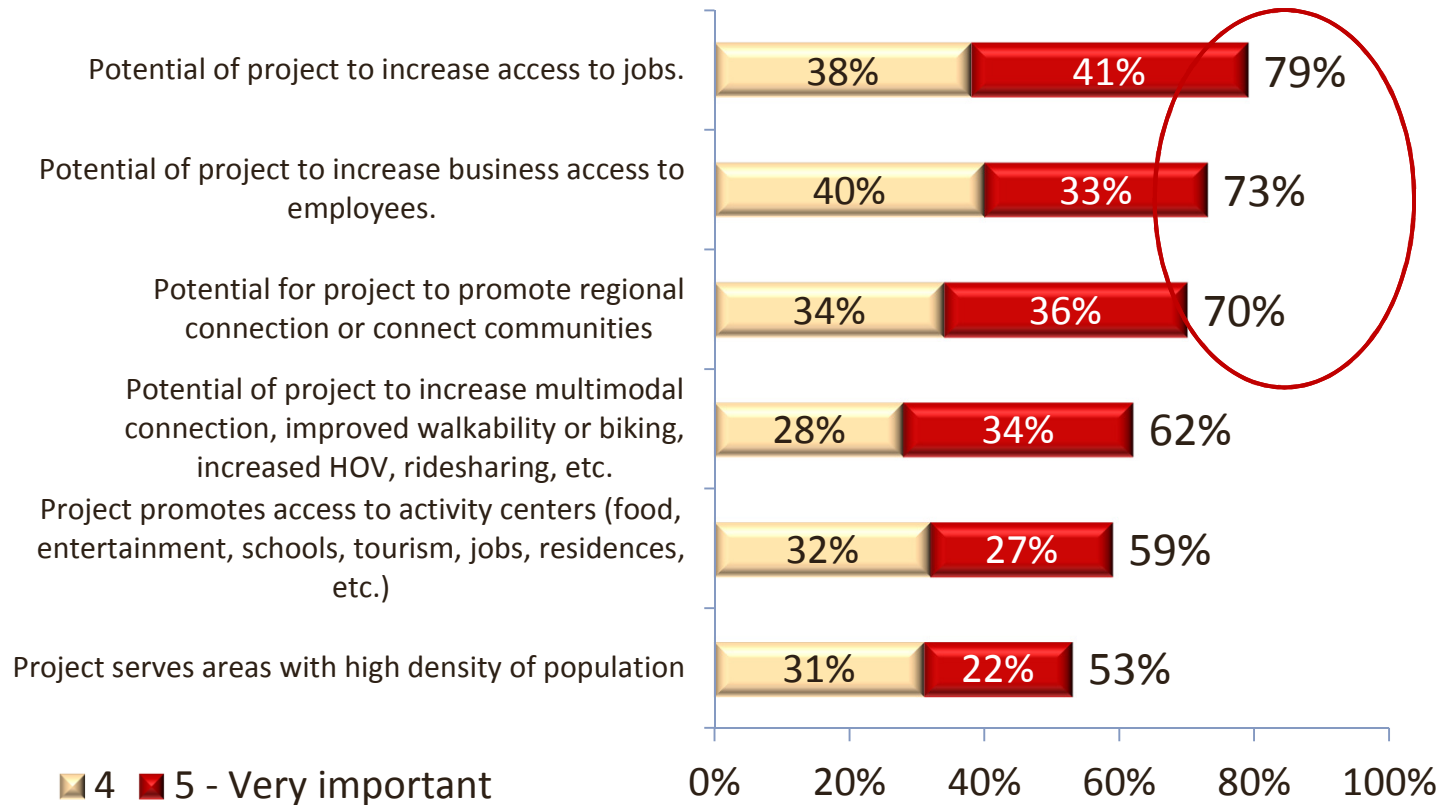
Congestion-Related Measures



n = 157

Q15. How important is each of these as a measure of congestion?

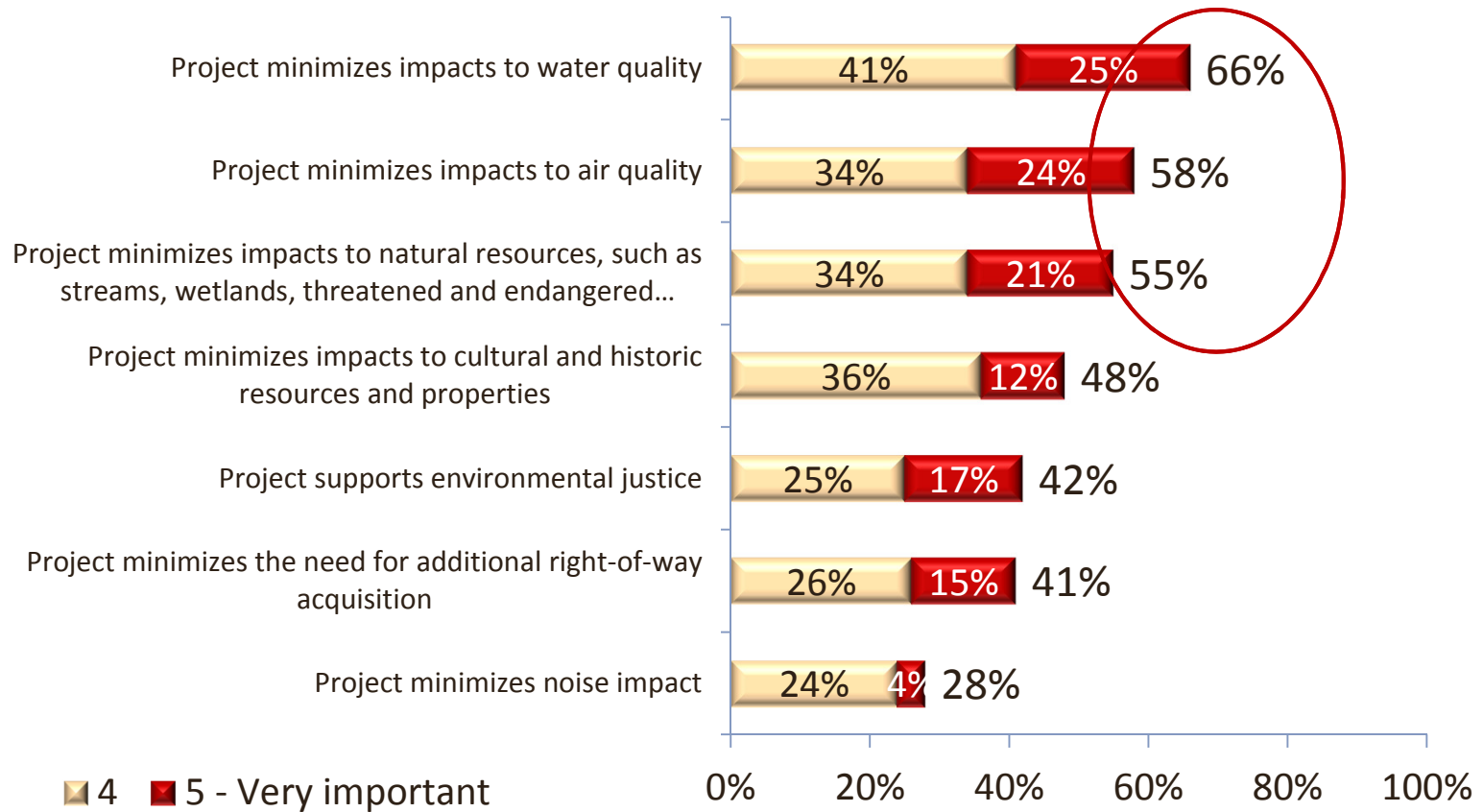
Accessibility-Related Measures



n = 157

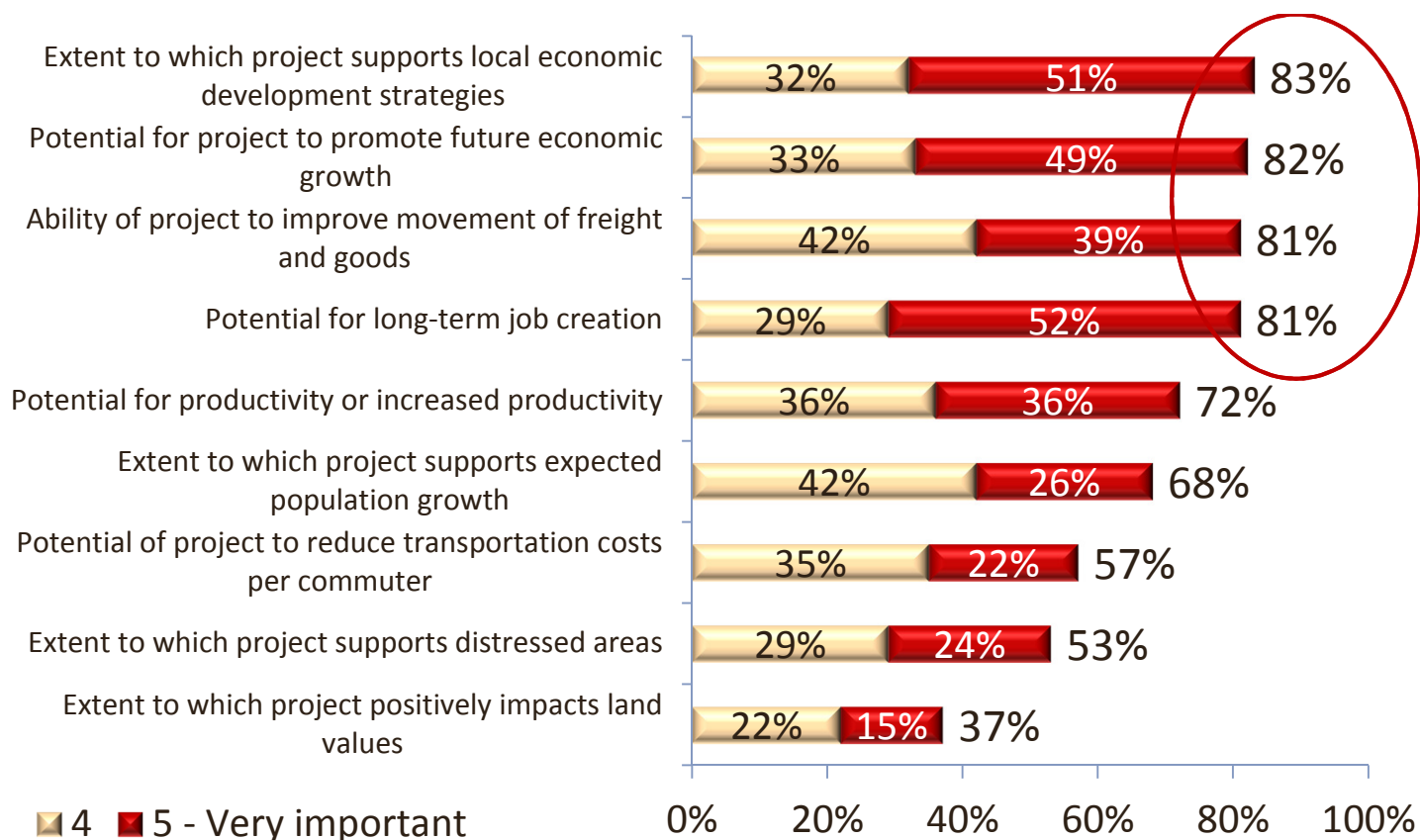
Q16. How important is each of these for accessibility?

Environmental-Related Measures



Q17. How important is each of these for the environment?

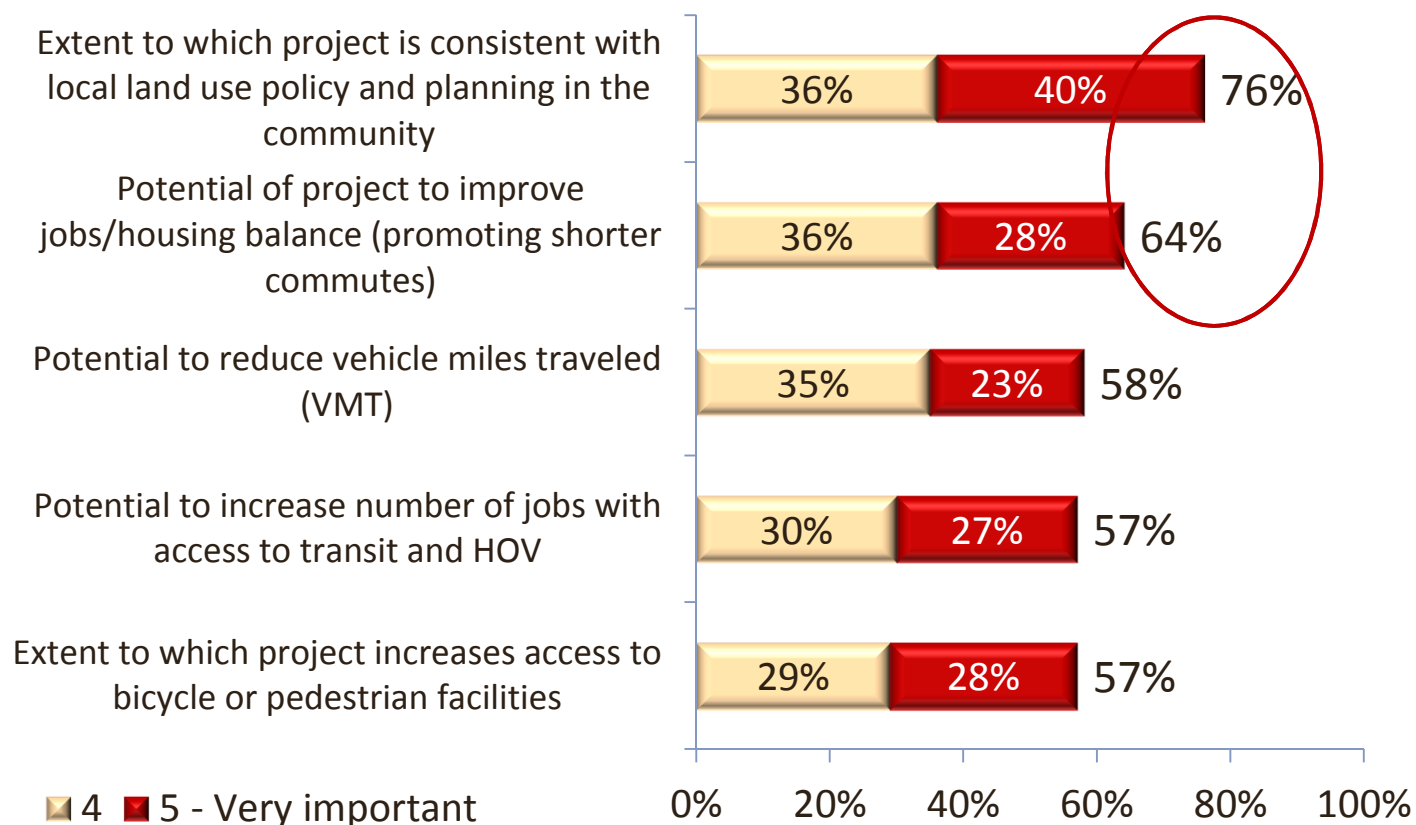
Economic Development-Related Measures



n = 157

Q18. How important is each of these for economic development?

Land Use-Related Measures



n = 157

Q19. How important is each of these for assessing a potential project's impact on land use?



**Ronique Day, Policy Analyst
Office of Secretary of Transportation**

BREAKOUT GROUP DISCUSSION

Entities Eligible to Submit Project - 10 Min

Weighting of Factor Areas - 15 minutes

Report Out – 15 minutes

Report Out Locations - Staunton, P3/OIPI, and Richmond districts

Report Out Focus

- 1. Highlights from group discussion on entities eligible to submit projects for consideration in HB2**
- 2. Highlights from group discussion on geography that should be used to determine weighting of factor areas**
- 3. Other Feedback**

BREAKOUT GROUP DISCUSSION

Entities Eligible to Submit Project - 10 Min

Recommendation for eligible agencies to submit projects:

- Type of agency is based on need being addressed by the project:
 - Needs on Corridors of Statewide Significance – only regional entities may submit projects
 - Needs on Regional Networks – both regional entities and local governments may submit projects
 - Improvements to promote Urban Development Areas – only local governments may submit projects

Report Out Locations - **Staunton, P3/OIPI, and Richmond districts**

Report Out Focus - Highlights from group discussion on recommendation for eligibility to submit projects for consideration in HB2

BREAKOUT GROUP DISCUSSION

Weighting of Factor Areas - 15 minutes

Several options may be considered by the CTB:

- District-based weighting of factors
- Urban and rural weighting of factors
- PDC-based weighting of factors
- PDC and MPO-based weighting of factors
- Categorize areas into 4 categories based on analysis of population growth, density, safety, economic performance, pollution

Report Out Locations - **Staunton, P3/OIPI, and Richmond districts**

Report Out Focus - Highlights from group discussion on geography that should be used to determine weighting of factor areas



Report Out – 15 minutes

Staunton, P3/OIPI, and Richmond districts – 5 minutes each

1. Highlights from group discussion on entities eligible to submit projects for consideration in HB2
2. Highlights from group discussion on geography that should be used to determine weighting of factor areas
3. Other Feedback



Rob Cary

VDOT District Administrator - Richmond

Potential Measures *Factor Areas*



Safety



Congestion mitigation



Accessibility



Environmental quality



Economic development



**Land use and transportation coordination (areas
with over 200,000 people)**



HB2 Implementation - Measures

- **Transparent and understandable process**
 - Easy to communicate to project sponsors
 - Ability to evaluate projects with available resources
- **Measures applicable statewide and across modes**
- **Meet implementation schedule**
 - Establish process that can be implemented in Year 1 and improved over time



HB2 Implementation - Measures

Types of Measures

- **Measures Relating to Presence of Addressable Conditions (Existing Conditions)**
 - Typically data driven
 - Can be mapped – based on where project is located
- **Measures Relating to Project Benefits**
 - Some benefits can be quantified – Project benefits can be calculated numerically
 - Some benefits are qualitative or rating-based – Project benefits are rated based on project definition consistency with factor objectives

Potential Measures *Safety*

Located in corridor/area that currently experiences

- High severe injury or fatal crash density (per mile)
- High severe injury or fatal crash rate (per VMT)
- Is on or part of an evacuation route

Potential of a project to

- Reduce fatal crashes or crashes with severe injuries
- Improve cyclist and pedestrian safety
- Address a transit safety issue
- Mitigate conflicts between modes
- Shift users to a safer mode of transportation
- Address potential natural hazards associated with climate change

Potential Measures *Congestion Mitigation*

Located in corridor/area that currently experiences

- High intensity of congestion
- Long duration of congestion
- Experiencing a broad extent of congestion

Potential of a project to

- Benefit a larger number of users
- Increase travel time reliability
- Reduce travel/peak hour delay
- Increase transit ridership
- Reduce travel in severe congestion
- Reduce number of auto trips, such as by diverting auto trips to other modes
- Increase person-throughput

Potential Measures *Accessibility*

Located in corridor/area that currently

- Serves areas with high density of population
- Has good proximity to activity centers

Potential of a project to

- Enhance access to job centers
- Promote regional connection or connect communities
- Promote access to non-work activity centers (food, entertainment, schools, tourism, jobs, residences, etc.)
- Increase business access to employees
- Increase multimodal connections, improve walkability or biking, increase HOV, ridesharing, etc.
- Enhance access to traveler information (dynamic message signs, information kiosks, 511 information, etc.)

Potential Measures *Environmental Quality*

Project definition or location expected to

- **Minimize environmental impacts to:**
 - *Natural resources, such as streams, wetlands, threatened and endangered species, agriculture, protected lands, etc.*
 - *Cultural and historic resources and properties; and*
 - *Reduce noise impacts*
- **Support environmental justice**
- **Minimize the need for additional right-of-way acquisition**
- **Provide reductions in air quality emissions or energy use by promoting alternative modes of travel**

Potential Measures *Economic Development*

Extent to which project

- Supports local economic development strategies
- Supports expected population growth
- Supports distressed areas
- Provides access to labor markets
- Positively impacts land values
- Improves the movement of freight and goods

Potential for

- Long-term job creation
- Productivity or increased productivity
- Promotion of future economic growth
- Reduction of transportation costs per commuter

Potential Measures

Land Use Coordination and Transportation

Potential of project to

- **Improve jobs/housing balance (promoting shorter commutes)**
- **Increase number of jobs with access to transit and HOV**
- **Reduce vehicle miles traveled (VMT)**

Extent to which project

- **Increases access to bicycle or pedestrian facilities**
- **Increases multimodal travel options**
- **Other suggestions**

BREAKOUT GROUP DISCUSSION

Measures – 40 minutes

- Safety – 6 min
- Congestion mitigation – 6 min
- Accessibility – 6 min
- Environmental quality – 6 min
- Economic development – 6 min
- Land use and transportation coordination (areas with over 200,000 people) – 6 min

Report Out – 20 minutes

Report Out Locations - **Bristol, Northern Virginia, Salem, Lynchburg**

Report Out Focus

1. Feedback on preferred measure concepts in each factor area
2. Additional Measures that should be considered
3. Other Feedback



Kim Pryor
VDOT - Infrastructure Investment Division Director



Other Process Issues

- **Application process**
- **Changes to selected projects**
 - **Cost**
 - **Scope**
 - **Funding availability**
- **Project readiness**
- **Annual HB2 cycle**
- **Co-funded projects**



Annual HB2 Cycle

August

- Notification of type and amount of funds expected to be available for HB2 prioritization based on June approved budget
- Call for HB2 candidate project applications to screen and score
- VDOT District/DRPT staff coordinate with stakeholders



September - October

- Hold Fall Transportation Meetings
- HB2 candidate project applications due to be received to screen and score



November - December

- HB2 Candidates are screened and scored
- DRPT grant cycle opens



Annual HB2 Cycle

December – January

- Draft SYFP available



January

- Results of HB2 screening/scoring presented to CTB and public
- CTB identifies priority projects for HB2 funding



February

- Draft SYIP development underway
- CTB member coordination on HB2 programming
- Annual SYIP development meeting with MPOs and PDCs
- DRPT grant cycle closes



March

- Draft SYIP development continues



Annual HB2 Cycle

April

- Draft SYIP provided to CTB for comment and subsequently posted to Internet
- Draft SYIP public hearings begin
- Final SYFP available



May

- Draft SYIP public hearings conclude
- Comments reviewed and considered for final SYIP development
- Adjustments considered for HB2 programming



June

- Final SYIP provided to CTB for approval and subsequently posted to Internet



July

- Project budgets posted in Cardinal
- Project agreements prepared

Evaluation of Cofunded Projects

- **House Bill 2 requires that the benefits produced by a project be analyzed on a basis of relative costs**
- **Which costs should be considered when determining a project's relative benefit to its costs?**





Evaluation of Co-Funded Projects – Project Examples

- Project Example #1**

Fund Category	Fund Types	Total Project Cost (Funding) (\$Millions)	Project Cost minus Exempt Non-State controlled Funds (\$Millions)	Project Cost Minus All Exempt Funds (\$Millions)
HB2 Eligible Funds	NHS, IM	\$2.6	\$2.6	\$2.6
HB2 Exempt (State Controlled)	HSIP	\$1.1	\$1.1	
HB2 Exempt (Non-State Controlled)	Urban Formula, Local Project Contributions	\$2.4		
Totals		\$6.1	\$3.7	\$2.6



Evaluation of Co-Funded Projects – Project Examples

- Project Example #2**

Fund Category	Fund Types	Total Project Cost (Funding) (\$Millions)	Project Cost minus Exempt Non-State controlled Funds (\$Millions)	Project Cost Minus All Exempt Funds (\$Millions)
HB2 Eligible Funds	NHPP, NHS, CPR Bonds, Primary Formula, EB	\$40.8	\$40.8	\$40.8
HB2 Exempt (State Controlled)	PTF	\$1.9	\$1.9	
HB2 Exempt (Non-State Controlled)	RSTP, Revenue Sharing	\$15.0		
Totals		\$57.7	\$42.7	\$40.8



Evaluation of Co-Funded Projects – Project Examples

- Project Example #3**

Fund Category	Fund Types	Total Project Cost (Funding) (\$Millions)	Project Cost minus Exempt Non-State controlled Funds (\$Millions)	Project Cost Minus All Exempt Funds (\$Millions)
HB2 Eligible Funds	Primary Formula	\$12.3	\$12.3	\$12.3
HB2 Exempt (State Controlled)	PTF, Bridge	\$0.6	\$0.6	
HB2 Exempt (Non-State Controlled)	Local Project Contributions, SAFETEA-LU Earmark, Fed Dem, Special Grant, RSTP	\$404.0		
Totals		\$416.9	\$12.9	\$12.3



Evaluation of Co-Funded Projects – Project Examples

- **Project Example #4**

Fund Category	Fund Types	Total Project Cost (Funding) (\$Millions)	Project Cost minus Exempt Non-State controlled Funds (\$Millions)	Project Cost Minus All Exempt Funds (\$Millions)
HB2 Eligible Funds	NHPP, STP, CPR Bonds, Primary Formula	\$16.9	\$16.9	\$16.9
HB2 Exempt (State Controlled)	Bridge	\$0.9	\$0.9	
HB2 Exempt (Non-State Controlled)	Local Project Contributions	\$16.6		
Totals		\$34.4	\$17.8	\$16.9

BREAKOUT GROUP DISCUSSION

Project Costs – Evaluating Costs to Benefits – 10 minutes

Project Changes – 10 minutes

Report Out – 15 minutes

Report Out Locations - Hampton Roads, Fredericksburg, Culpeper

Report Out Focus

- 1. Highlights from group discussion on Co-funded projects and how costs should be defined when comparing against project benefits**
- 2. Feedback on how state should handle changes to project after it is selected and programmed**
- 3. Other Feedback**

BREAKOUT GROUP DISCUSSION

Project Costs – Evaluating Costs to Benefits – 10 minutes

- **House Bill 2 requires that the benefits produced by a project be analyzed on a basis of relative costs**
- **Which costs should be considered when determining a project's relative benefit to its costs?**
 - **Total cost of a project**
 - **Cost of a project minus any non-state controlled funding**
 - **State cost to complete project, excluding toll-based financing costs, and non-state controlled funding sources**
 - **Cost of a project minus non-state funding sources, toll-based financing costs, and exempt state funding sources**

Report Out Focus - Highlights from group discussion on entities eligible to submit projects for consideration in HB2



Report Out – 15 minutes

Hampton Roads, Fredericksburg, Culpeper districts – 5 minutes each

1. Highlights from group discussion on Co-funded projects and how costs should be defined when comparing against project benefits
2. Feedback on how state should handle changes to project after it is selected and programmed
3. Other Feedback



Nick Donohue

Deputy Secretary of Transportation

Conclusion *Next Steps*

Dec 2014/Feb 2015

Work with stakeholders to
develop process and measures
recommendations

March 2015

Presentation to
Commonwealth Transportation
Board and release to public

March-May 2015

Continue stakeholder and
public outreach

**To submit comments on HB2 process or measures,
please send an e-mail to:
Transportation1@governor.virginia.gov**